

PATENT APPLICATION SERIAL NO. _____

U.S. DEPARTMENT OF COMMERCE
PATENT AND TRADEMARK OFFICE
FEE RECORD SHEET

03/26/2001 KORDMA 00000007 09814535

01 FC:201 355.00 OP

D.G.
8-1-01

PTO-1556
(5/87)

03-23-01

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PATENT

Attorney's Pocket No.: WCMI-0021

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Patent Application of: Thomas N. Chalin

Entitled: SUSPENSION SYSTEM INCLUDING
ARM HAVING ZERO CLEARANCE
AXLE CONNECTION

PATENT APPLICATION TRANSMITTAL LETTER

Commissioner for Patents
Washington, D.C. 20231JC974 U.S. PTO
09/814535
03/22/01

Sir:

Transmitted herewith for filing is a patent application of Thomas N. Chalin for SUSPENSION SYSTEM INCLUDING ARM HAVING ZERO CLEARANCE AXLE CONNECTION. Enclosed are 13 pages of specification including claims, 2 sheets of drawings (FIGS. 1-3), a combined Declaration and Power of Attorney, and an Assignment.

The filing fee has been calculated as shown below:

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BASIC FEE			\$355	\$355
TOTAL CLAIMS	15-20	0	\$ 9	\$ 0
INDEP. CLAIMS	2-3	0	\$ 40	\$ 0
MULTIPLE DEPENDENT CLAIMS = 0			\$135	
			TOTAL	\$355

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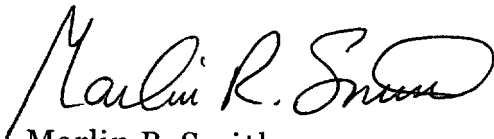


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I hereby certify that this correspondence and the documents referred to as attached therein are being deposited with the United States Postal Service in an envelope as "Express Mail Post Office to Addressee" service under 37 CFR 1.10 addressed to: Commissioner for Patents, Washington, D.C., 20231,

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ABSTRACT OF THE DISCLOSURE

✓ 09/814,53E

5 A suspension system is provided which includes an arm having a zero clearance axle connection. In a described embodiment, a method is provided for manufacturing the suspension system, which method includes the steps of welding an axle connector to an axle, without first pressing the axle connector onto an end of the axle, and without using a clamp to hold the axle connector in contact with the axle, and welding the axle connector to a pivot arm.

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10 **SUSPENSION SYSTEM INCLUDING ARM HAVING ZERO
CLEARANCE AXLE CONNECTION**

Inventor: Thomas N. Chalin

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BACKGROUND

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The present invention relates generally to vehicle suspension systems and, in an embodiment described herein, more particularly provides a suspension system including an arm having a zero clearance axle connection.

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Many systems and methods have been devised in the past for making an axle attachment in a vehicle suspension system. However, the ongoing efforts to reduce suspension system weight, reduce manufacturing costs, reduce

manufacturing inventory and increase manufacturing speed have highlighted the shortcomings of these past suspension systems.

In one past suspension system, an axle connector is made up of multiple pieces. The multiple pieces are then assembled and clamped to an axle using a
5 separate clamp. The multiple pieces are then welded to the axle.

Note that, in this suspension system, the multiple axle connector pieces must be inventoried, the multiple pieces must be assembled and a clamp must be used to clamp the axle connector to the axle. These extra steps, inventory and manufacturing equipment could be eliminated, thereby reducing manufacturing
10 costs and time.

In another past suspension system, an axle connector is pressed onto an end of an axle. A special press must be used in the manufacturing process in order to accommodate the length of the axle. Furthermore, the axle connector and the axle must be machined to close tolerances, so that a precise interference
15 fit is achieved between the parts.

Note that, in this suspension system, special manufacturing equipment must be used, and increased costs and time are associated with the close tolerance machining required on the axle and axle connector. This special equipment and increased cost and time could be eliminated, thereby increasing
20 manufacturing economy and speed.

SUMMARY

In carrying out the principles of the present invention, in accordance with an embodiment thereof, a suspension system is provided which has a reduced number of steps in its manufacture, has a reduced weight, has improved ease of manufacture, and which provides increased strength in an axle to pivot arm connection.

In one aspect of the invention, a method of manufacturing a vehicle suspension system is provided. The method includes the steps of welding an axle connector to an axle, without first pressing the axle connector onto an end of the axle, and without using a clamp to hold the axle connector in contact with the axle, and welding the axle connector to a pivot arm.

In another aspect of the invention, another method of manufacturing a vehicle suspension system is provided. In the method, an axle connector is connected to an axle by elastically deforming the axle connector. The axle connector extends less than completely about the axle when the axle connector is attached to the axle.

The above methods provide many benefits, such as, no clearance existing between the axle connector and the axle, no need for clamps to hold the axle connector in contact with the axle, and no need to press the axle connector over an end of the axle.

These and other features, advantages, benefits and objects of the present invention will become apparent to one of ordinary skill in the art upon careful consideration of the detailed description of a representative embodiment of the invention hereinbelow and the accompanying drawings.

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BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a side elevational view of a suspension system embodying principles of the present invention;

10 FIG. 2 is a perspective view of a pivot arm assembly of the suspension system of FIG. 1; and

FIG. 3 is a side elevational view of the pivot arm assembly.

DETAILED DESCRIPTION

15 Representatively illustrated in FIG. 1 is a vehicle suspension system 10 which embodies principles of the present invention. In the following description of the suspension system 10 and other apparatus and methods described herein, directional terms, such as "above", "below", "upper", "lower", etc., are used only
20 for convenience in referring to the accompanying drawings. Additionally, it is to be understood that the various embodiments of the present invention described herein may be utilized in various orientations, such as inclined, inverted,

horizontal, vertical, etc., and in various configurations, without departing from the principles of the present invention.

Various typical components of the suspension system 10 have not been illustrated in FIG. 1. For example, wheels, tires, brake components, etc. have been eliminated from the view shown in FIG. 1, for increased clarity of description and illustration.

The suspension system 10 includes a hanger bracket 12 and an air spring 14 for supporting a vehicle frame 16 above the suspension system 10. A pivot arm assembly 18 is pivotably attached to the hanger 12 by means of a bushing 20. A shock absorber 22 dampens movements of the pivot arm assembly 18.

The pivot arm assembly 18 is attached at its rearward end to an axle 24. The axle 24 extends laterally with respect to the frame 16. In typical fashion, a set of the hanger 12, air spring 14, pivot arm assembly 18 and shock absorber 22 are positioned at each opposite end of the axle 24. Note that, although the axle 24 is depicted in FIG. 1 as being tubular and having a cylindrical cross-section, any axle configuration may be used, without departing from the principles of the present invention.

Referring additionally now to FIG. 2, a perspective view of the pivot arm assembly 18 is representatively illustrated. In this view it may be clearly seen that the pivot arm assembly 18 is made up of a bushing tube 26, a pivot arm 28, a rear support plate 34 and an axle connector member 36. The pivot arm 28 includes an upper folded-over portion 30 forming a top and sides of the pivot arm, and a

lower portion 32 connecting the sides of the pivot arm. The rear support plate 34 closes off the rear of the pivot arm 28 and provides additional support for attachment of the air spring 14.

The axle connector 36 is uniquely configured and is an important aspect of a method of manufacturing the suspension system 10. As may be better viewed in FIG. 3, which shows an enlarged side view of the pivot arm assembly 18, the axle connector 36 is configured so that it extends more than halfway about the axle 24, without completely encircling the axle. As representatively depicted in FIG. 3, one end of the axle connector 36 extends an angular distance A below horizontal, with respect to the other end of the axle connector. Preferably, the angle A is about 9°, but other angles may be used in keeping with the principles of the invention.

In the method of manufacturing the suspension system 10, the axle connector 36 is attached to the axle 24 by elastically deforming the axle connector, so that it fits over the outer diameter of the axle. The axle connector 36 then springs back and grips onto the outer diameter of the axle. Thus, when the axle connector 36 is formed, it has an inner radius Rc which is less than an outer radius Ra of the axle 24. The axle connector 36 is elastically spread, so that its ends 40 fit over the outer diameter of the axle 24 (which also causes its radius Rc to become greater than the axle radius Ra), and then the axle connector is allowed to spring back onto the outer diameter of the axle.

This method of attaching the axle connector 36 to the axle 24 provides many benefits. For example, no separate clamps are required to hold the axle connector 36 in contact with the axle 24 while the axle connector is welded to the axle. No special press is required to accommodate the length of the axle 24, since
5 the axle connector 36 is not pressed over an end of the axle. No close tolerance machining is needed for the axle connector 36 radius R_c or the axle 24 radius R_a , since the elastic grip of the axle connector onto the axle will compensate for a relatively wide range of the radii R_c and R_a . There exists no clearance between the axle connector 36 and the axle 24 at the time the axle connector is welded to
10 the axle, thereby reducing the possibility of stress risers and increasing the strength of the weld. The axle connector 36 is a single member, thereby reducing the number of components which must be inventoried and assembled. The attachment of the axle connector 36 to the axle 24 is a straightforward and quick operation, thereby reducing manufacturing time. Prior to welding, the axle
15 connector 36 may be relatively easily repositioned on the axle 24 for alignment purposes, etc. The axle connector 36 does not extend completely about the axle 24, thereby permitting it to be attached to the axle from a lateral direction, rather than from an end of the axle, although it could be installed over an end of the axle in keeping with the principles of the invention.

20 After the axle connector 36 is attached to the axle 24, it may be welded to the axle, and then the axle connector may be welded to the remainder of the pivot arm assembly 18. Alternatively, the axle connector 36 may be welded to the pivot

arm assembly 18 prior to being welded to the axle 24. Of course, if appropriately configured, the axle connector 36 could also be welded to the pivot arm assembly 18 prior to being attached to the axle 24.

As representatively illustrated herein, the axle connector 36 extends
5 greater than 180° about the cylindrical outer diameter of the axle 24. However, it will be readily appreciated that, if the axle 24 has another shape, such as rectangular, etc., then the axle connector 36 may also be differently shaped so that it extends greater than halfway about the axle.

Note that the axle connector 36 has been described herein as being used to
10 connect a pivot arm 28 to an axle 24, but other uses may be made of the principles of the present invention. For example, a similar axle connector could be used to attach other components, such as air springs, shocks, spring beams, etc., to an axle.

Of course, a person skilled in the art would, upon a careful consideration
15 of the above description of representative embodiments of the invention, readily appreciate that many modifications, additions, substitutions, deletions, and other changes may be made to these specific embodiments, and such changes are contemplated by the principles of the present invention. Accordingly, the foregoing detailed description is to be clearly understood as being given by way of
20 illustration and example only, the spirit and scope of the present invention being limited solely by the appended claims.

WHAT IS CLAIMED IS:

1. A method of manufacturing a vehicle suspension system, the method comprising the steps of:

5 welding an axle connector to an axle, without first pressing the axle connector onto the axle from an end of the axle, and without using a clamp to hold the axle connector in contact with the axle; and
welding the axle connector to a pivot arm.

10 2. The method according to Claim 1, wherein in the step of welding the axle connector to the axle, the axle connector is held in contact with the axle by elastically deforming the axle connector.

15 3. The method according to Claim 2, wherein the elastically deforming step further comprises enlarging an inner dimension of the axle connector, so that the axle connector inner dimension is larger than an outer dimension of the axle at a location in which the axle connector is held in contact with the axle during the step of welding the axle connector to the axle.

20 4. The method according to Claim 1, wherein in the step of welding the axle connector to the axle, no clearance exists between the axle connector and the axle.

5. The method according to Claim 1, wherein in the step of welding the axle connector to the axle, the axle connector is a single structure which extends greater than halfway about the axle.

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6. The method according to Claim 1, wherein in the step of welding the axle connector to the axle, the axle has a cylindrical outer surface, the axle connector is a single structure, and the axle connector extends greater than 180° about the axle outer surface.

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7. The method according to Claim 1, wherein the step of welding the axle connector to the pivot arm is performed after the step of welding the axle connector to the axle.

8. A method of manufacturing a vehicle suspension system, the method comprising the step of:

attaching an axle connector to an axle by elastically deforming the axle connector, the axle connector extending less than completely about the axle when
5 the axle connector is attached to the axle.

9. The method according to Claim 8, further comprising the steps of welding the axle connector to the axle, and welding the axle connector to a pivot arm.

10. The method according to Claim 9, wherein the axle connector is welded to the axle prior to the step of welding the axle connector to the pivot arm.

11. The method according to Claim 8, wherein in the attaching step, the
15 axle connector extends greater than halfway about the axle.

12. The method according to Claim 8, wherein in the attaching step, the axle has a cylindrical outer surface, and the axle connector extends greater than 180° about the axle outer surface.

13. The method according to Claim 8, wherein in the attaching step, no separate clamp is used to hold the axle connector in contact with the axle.

14. The method according to Claim 8, wherein the attaching step is performed without pressing the axle connector axially onto an end of the axle.

5 15. The method according to Claim 8, wherein in the attaching step, no clearance exists between the axle connector and the axle when the axle connector is attached to the axle.

DECLARATION AND POWER OF ATTORNEY

As the below named inventor, I hereby declare that:

My residence, post office address and citizenship are as stated below next to my name.

I believe I am the original, first and sole inventor of the subject matter which is claimed and for which a patent is sought on the invention entitled: SUSPENSION SYSTEM INCLUDING ARM HAVING ZERO CLEARANCE AXLE CONNECTION, the specification therefor being attached hereto.

I hereby state that I have reviewed and understand the contents of the above identified application, including the claims, as amended by any amendment referred to above.

I acknowledge the duty to disclose information which is material to patentability as defined in Title 37, Code of Federal Regulations, §1.56.

I hereby claim foreign priority benefits under Title 35, United States Code, §119(a)-(d) of any foreign application(s) for patent or inventor's certificate or of any PCT international application(s) designating at least one country other than the U.S.A. listed below and have also identified below any foreign application(s) for patent or inventor's certificate or of any PCT international application(s) designating at least one country other than the U.S.A. having a filing date before that of the application(s) of which priority is claimed:

NONE

I hereby claim the benefit under Title 35, United States Code, §119(e) of any United States provisional application(s) listed below:

NONE

I hereby claim the benefit under Title 35, United States Code, §120 of any United States application(s) listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States application in the manner provided by the first paragraph of Title 35, United States Code §112, I acknowledge the duty to disclose material information as defined in Title 37, Code of Federal Regulations, §1.56 which occurred between the filing date of the prior application and the national or PCT international filing date of this application:

NONE

And I hereby appoint J. RICHARD KONNEKER, Reg. No. 28,867; and MARLIN R. SMITH, Reg. No. 38,310 of the firm of KONNEKER & SMITH, P.C. my attorneys to prosecute this application and to transact all business in the Patent and Trademark Office connected therewith.

I request that all correspondence be addressed to:


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I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

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Date: 3-22-01